

call. You're hanging dash two out there." The lead aircraft pilot decided to continue his rapid descent at a slow forward airspeed, clearly oblivious of the extreme dangers of VRS onset in the MV-22.

6. Numerous reviews and investigations following the mishap have documented that the pilots of the mishap aircraft were not provided with the necessary and critical knowledge and training to recognize, avoid, or recover from the extreme dangers of Vortex Ring State (VRS) onset in the MV-22 and the potential for sudden loss of controlled flight in the MV-22 following VRS onset.

7. After the mishap, Naval Air Systems Command (NAVAIR) called for a thorough investigative flight test program to find the boundaries of VRS, characterize its handling qualities, and establish the basis for a new flight limitation, pilot procedures, and a cockpit warning system.

8. As a result of testing following the fatal accident, a visual and aural cockpit warning system was developed to alert the aircrew when the aircraft exceeded the NATOPS flight manual's rate-of-descent limit.

9. On July 27, 2000, the Marine Corps publicly announced in a press release that a combination of "human factors" caused the April 8, 2000 crash. The press release went on to implicate the mishap aircraft pilots by stating that "deviations from the scheduled flight plan, an unexpected tailwind and the pilot's extremely rapid rate of descent into the landing zone created conditions that led to the accident." The release also stated that "although the report stops short of specifying pilot error as a cause, it notes that the pilot of the ill-fated aircraft significantly exceeded the rate of descent established by regulations for safe flight." In this Official USMC press release, Marine Corps Commandant Gen. James L. Jones is quoted as saying: "the tragedy is that these were all good Marines joined in a challenging mission. Unfortunately, the pilots' drive to accomplish that mission appears to have been the fatal factor."

10. This clearly damaging language is inaccurate, based on the fact that at the time of the crash, adequate testing of the MV-22 in the High Rate of Descent/Vortex Ring State (HROD/VRS) regime had not been conducted, the MV-22 did not have a VRS warning system, and the pilots did not have adequate knowledge and training to recognize and avoid the extreme dangers of Vortex Ring State (VRS) onset in the MV-22 and the potential for sudden loss of controlled flight in the MV-22 following VRS onset.

11. According to the Government Accountability Office (GAO), the Commander, Operational Test and Evaluation Force's V-22 Operational Evaluation (OPEVAL) report indicated that the MV-22 "Naval Air Training and Operating Procedures Standardization (NATOPS) manual lacked adequate content, accuracy, and clarity at the time of the accident. Additionally, because of incomplete developmental testing in the High Rate of Descent (HROD) regime, there was insufficient explanatory or emphatic text to warn pilots of hazards of operating in this area. The flight simulator did not replicate this loss of controlled flight regime." Also, the preliminary NATOPS manual and V-22 ground school syllabus provided insufficient guidance/warning as to high rate of descent/slow airspeed conditions and the potential consequences.

12. The Judge Advocate General Manual (JAGMAN) Investigating Officer stated that "the fact that the aircraft found itself in VRS condition with no apparent warning to the aircrew, but also departed controlled flight is particularly concerning."

13. On December 15, 2000, after a second crash of the V-22 that year, then-Secretary

of Defense Bill Cohen determined that the accident history of V-22 aircraft and other testing issues required an independent, high-level review of the program. He established a Blue Ribbon Panel to review the safety of the V-22 aircraft and to recommend any proposed corrective actions.

14. This panel was briefed by the Government Accountability Office (GAO) and the contents of this brief were incorporated into a subsequent GAO report. The GAO report cited concerns about the adequacy of development tests conducted prior to the aircraft entering the operational test and evaluation phase and that completion of these tests would have provided further insights into the V-22 Vortex Ring State phenomenon. In particular, the GAO found that developmental testing was deleted, deferred or stimulated in order to meet cost and schedule goals.

15. The original plan to test the flying qualities of the flight control system included various rates of descent, speeds, and weights. This testing would have provided considerable knowledge of MV-22 flight qualities especially in areas related to the sudden loss of controlled flight following VRS onset. To meet cost and schedule targets, the actual testing conducted was less than a third of that originally planned." In addition, MV-22 pilots did not understand the optimum use of nacelle tilt to recover from VRS onset. In my opinion, this testing clearly could have prevented this tragic accident by providing the pilots the knowledge and training to either avoid or recover from VRS.

16. The GAO presentation also revealed that the JAGMAN Investigating Officer opined that the MV-22 Program Manager (PMA-275), Naval Aviation Training Systems (PMA-205) and the Contractor "needed to expedite incorporation of Vortex Ring State and Blade Stall warnings and procedures into the MV-22 NATOPS. The preliminary NATOPS manual and V-22 ground school syllabus provided insufficient guidance/warning as to high rate of descent/slow airspeed conditions and the potential consequences."

17. The GAO report also revealed that the Director, Operational Test & Evaluation (DOT&E) stated that "while the possible existence of VRS in the V-22 was known when flight limits for OPEVAL were established, the unusual attitude following entry into VRS was not expected." DOT&E goes on to say "thus, the first indication the pilot may receive that he has encountered this difficulty is when the aircraft initiated an uncommanded, uncontrollable roll."

The SPEAKER pro tempore. Under a previous order of the House, the gentlewoman from California (Ms. WOOLSEY) is recognized for 5 minutes.

(Ms. WOOLSEY addressed the House. Her remarks will appear hereafter in the Extensions of Remarks.)

THE HEALTH OF OUR ECONOMY

The SPEAKER pro tempore. Under a previous order of the House, the gentlewoman from Ohio (Ms. KAPTUR) is recognized for 5 minutes.

Ms. KAPTUR. Mr. Speaker, our whole economy has been in trouble for a long time. We can no longer look at foreclosure rates but ignore our trade deficit, or discuss high gas prices without mentioning the billions spent on Wall Street and the growing U.S. debt that results from an economy not in charge of itself.

Mr. Speaker, the health of our economy is not just one number, like Wall Street profits. It's not just our budget deficit. There are so many more aspects to our economy that weigh heavily on how prosperous America could be. Those aspects include having grown more dependent year after year on foreign products.

This first chart shows since the 1970s how deeply into debt we have fallen in terms of more imports coming into our country than exports year after year for so much of what drives this economy. Three quarters of a trillion dollars more imports in here than our exports out. More foreign imports into the United States means less U.S. jobs. More of our exports out means more jobs here.

Our trade deficit has been driven up to nearly 5 percent of what's called the gross domestic product—a shocking number by any measure—by this growing dependence on foreign goods starting with oil, which consumes over half of this deficit, and bad trade deals. In fact, when you look at this chart, it's hard to imagine that almost half a trillion dollars is related to imports of energy.

With high gas prices and bad trade deals have come growing legions of the unemployed with climbing rates higher and higher. There's been a steady pattern of this deepening crisis over the last several years. In fact, it's interesting to look at this chart which shows the relationship between unemployment, rising oil prices, and unemployment.

And going back to the 1970s, with the first embargo of oil from the Middle East, we saw a huge peak in price and then a huge peak in unemployment. And the same is true in every succeeding decade in the 1980s, in the 1990s, and certainly now. There has been a steady pattern of this deepening crisis over the last 20 years.

In 1993, when NAFTA was rammed through this Congress, they said it would create jobs. It did just the reverse. There's been a huge net job loss for our country.

In the late 1990s, when they passed PNTR for China, they said, Oh, that will create more jobs here. Well, no. It did exactly the reverse net; more jobs were outsourced.

At home, in places like Toledo, Ohio, 15.6 percent of our people are officially unemployed as foreclosures continue, deep, huge payouts to Wall Street continue, and now 12 percent of our housing stock foreclosed. The gap between the super-super rich and the rest of us is getting wider all the time, and those numbers threaten the future of our Republic.

At a recent job fair in Toledo, unemployed workers were able to post video resumes courtesy of local television stations. One man, a CVL licensed truck driver in his early sixties, said he was looking for anything, "even something in fast food."

We don't lack for a work ethic in our area, we lack for jobs. But with so